

MEMORANDUM  
COUNTY OF LOUDOUN

DATE: May 24, 2017

TO: Department and Agency Heads

FROM: Tim Hemstreet, County Administrator

SUBJECT: Meeting Summary of the 2017 Transit Summit, May 22, 2017

*A recording of this meeting is available at:*  
[2017 Transit Summit](#)

Listed below is a summary report Board of Supervisors' 2017 Transit Summit, May 22, 2017.

I-1 Advisory Board Comments to the Board of Supervisors (Countywide)

Kathleen Leidich, Department of Transportation and Capital Infrastructure, introduced: Kate Mattice, Executive Director of the Northern Virginia Transportation Commission (NVTC); Todd Horsley, Director of Northern Virginia Transit Programs-Department of Rail and Transportation; Ciara Williams, Northern Virginia Transit Project Manager-Department of Rail and Transportation; and Bruce Simms, Chief Executive Officer-Virginia Regional Transit.

Chair Randall acknowledged House of Delegates 10th District Representative and member of NVTC, Randy Minchew and Leesburg Town Council and Transit Advisory Board Member, Ken Reid.

Rushi Shah, Vice-Chair of the Transit Advisory Board (TAB), stated that the TAB encouraged the Board to continue the Long Haul Commuter Bus service with no reductions. He added the TAB sought approval to investigate how to fill the gaps in the Local Fixed Route service, look at alternate service options such as using local non-profits and ride-sharing companies, and provide guidance during the FY 19 budget process.

Samuel Moore-Sobel, Disability Services Board (DSB), presented several DSB recommendations to the Board for consideration: increase scheduled transportation service to include local bus service on Sundays, the extension of weekday service hours, and more service options on Saturdays; increase visibility of bus stop signs and regular postings of bus schedules; provide funding for local non-profits and private businesses to buy and operate vehicles to provide transportation to people with disabilities and to provide travel training to people with disabilities so they can learn and practice how to utilize transit services; develop more transportation in areas that are heavily populated by using a transportation travel voucher, an increase in senior center pick-up/drop-off radius and adopting a taxi cab ordinance.

Bob Dale, Blue Ridge Representative on the Commission on Aging (COA), provided recommendations for the Board's consideration from the senior adult community: offer

weekend and evening bus/van service; add shelters to the bus stops; widening the Americans with Disabilities Act Paratransit Service corridor to include Ashburn and Brambleton; create a van service for the Dulles South Center; and extend the service on Local Fixed Route 40 to stop at the Carver Center.

The full discussion can be viewed via the following weblink:

[Item I-1, Advisory Board Comments to the Board of Supervisors](#)

Staff Contacts: Kathleen Leidich & Joe Kroboth, III, Transportation and Capital Infrastructure

I-2 Local Fixed Route Service and Metro-Connection Service Transition to a Combined Service (Countywide)

Scott Gross, Department of Transportation and Capital Infrastructure, presented an overview of the Local Fixed Route and Metro Connection Services and the recommendation to transition to a Combined Transit Service post Metrorail opening. He explained the Route Performance Criteria (per the Transit Development Plan) used to determine any route that may be a candidate for adjustment or elimination. He reminded the Board of mandates as part of the Americans with Disabilities Act (ADA) for Paratransit Service that required complementary paratransit service within three-fourths of a mile on each side of a fixed route. He highlighted several benefits of a Combined Transit Service. He presented the option to purchase Body on Chassis (BOC) buses with fare boxes instead of Gillig Transit as a cost saver.

Board Member requests:

Supervisor Letourneau requested the ridership metrics (Time Served, Number of Buses on Route, Daily Revenue Service Hours, Frequency in Minutes, Transit Time, Bus Type, Service Hour Rate, Annual Cost, Fare, Riders per Revenue Hour, and Cost per Boarding) for the Virginia Regional Transit Route 40.

Supervisor Volpe asked staff to provide neighboring jurisdictions data on the cost per boarding.

Supervisor Meyer requested staff to research the possibility of linking bus service to Fairfax and Prince William Counties.

Supervisor Buffington asked staff to review the feasibility of extending bus route 40 to the Carver Center.

Chair Randall asked how long routes performed under 50% ridership on the Route Performance Criteria before the route was evaluated for adjustment or elimination.

Supervisor Letourneau requested a breakout of Virginia Regional Transit's expenses for Paratransit Service and the Local Fixed Route 40.

Supervisor Letourneau, Supervisor Meyer, and Chair Randall suggested evaluating neighborhood curbside bus pick-up to move away from park and ride lots.

Supervisor Meyer and Vice-Chairman Buona asked staff to review the gap in the proposed post Metrorail service for the Ashburn area.

Supervisor Volpe recommended not adding a bus route from Potomac Falls to the Dulles Town Center. She added that ridership would drop if routes 901 and 902 were sent to the Herndon Monroe Metrorail instead of the West Fall Church Metrorail.

Supervisor Meyer requested a timeline of the planning steps for the proposed Combined Transit Service routes.

Supervisor Buffington suggested staff consider an additional bus for the Brambleton area on the Combined Transit Service proposal.

Supervisor Umstattd requested the cost per seat for the 40 seat Gillig bus versus the 28 seat BOC bus.

Vice Chairman Buona reminded staff to consider the implications of the Capital Improvement Program when recommending capital purchase of buses.

Supervisor Meyer asked staff to consider route layout to include the local hospitals and pharmacies.

Supervisor Saines suggested staff consider hiring a consultant to review the bus routes on the proposed Combined Transit Service.

The presentation is available online via the following link:

[2017 Transit Summit Presentation](#)

The full discussion can be viewed via the following weblink:

[Item I-2, Local Fixed Route Service and Metro-Connection and, Transition to a Combined System](#)

Board Direction:

- It is the Board's desire to combine the Metro Connection and Local Fixed Route Services into a combined/blended service rather than remain as two distinct transit services as proposed by the Transit Development Plan.
- It is the Board's desire that the consideration of purchasing new BOC or Gillig buses (including fare boxes and real-time hardware, to replace the BOC buses currently leased on the Local Fixed Route contract) go to the Finance/Government Operations and Economic Development Committee for further discussion.
- It is the Board's desire for staff to develop a service plan to address the identified service gaps, including the purchase of BOC buses.
- It is the Board's desire to conduct Transit Summits every year until the Metrorail

becomes operational.

- It is the Board's desire for staff to provide and present an annual route performance evaluation report for the Combined Transit Service.

Staff Contacts: Scott Gross, Kathleen Leidich & Joe Kroboth, III, Transportation and Capital Infrastructure

I-3 Premium Commuter Bus Service (Long Haul) (Countywide)

Scott Gross, Transportation and Capital Infrastructure, presented the Premium Commuter Bus Program and the Board Policy Direction to maintain current level of service delivery for the system and implement phased-in fare rate adjustments until the system is revenue neutral by the time the Dulles Metrorail Phase 2 service is operational in the County.

Board Member requests:

Supervisor Letourneau stressed to staff that the Premium Commuter Bus Service was not revenue neutral if 15% State Aid was allocated to the system. He requested that the 15% State Aid be allocated to the Combined Transit System and not be allocated to the Premium Commuter Bus Service.

Vice Chairman Buona requested staff provide the fare increase rate that would make the Premium Commuter Bus Service revenue neutral without the State Aid.

Supervisor Meyer asked staff to provide the commuter satisfaction surveys for the Local Fixed routes and Long Haul routes.

Board Direction:

- It is the Board's desire to continue operating the Premium Commuter Bus Service under the current Board directive that this service remain revenue neutral.
- It is the Board's desire for staff to provide and present an annual route performance evaluation report for the Premium Commuter Bus (Long Haul) Service.
- It is the Board's desire for staff to prepare a follow-up of the 2017 Transit Summit for a future Finance/Government Operations and Economic Development Committee meeting.

The full discussion can be viewed via the following weblink:

[Item I-3, Premium Commuter Bus Service \(Long Haul\)](#)

Staff Contacts: Scott Gross, Kathleen Leidich & Joe Kroboth, III, Transportation and Capital Infrastructure